

**Lincoln-Lancaster Planning Department**  
**Memorandum**

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**TO:** Comprehensive Plan User

**FROM:** Duncan Ross

**DATE:** January 28, 2003

**SUBJECT:** **UPDATE PACKET** with changes as of November 2002 to  
Comprehensive Plan

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Enclosed you will find the updated pages for your copy of the 2025 Lincoln/ Lancaster County Comprehensive Plan. These pages reflect changes adopted as of November 2002. No amendments have been approved since November.

Please use the following instructions to insert the updated pages:

1. Discard pages E 47 - E 50, insert new pages E 47 - E 50
2. Discard pages F 23 - F 26, insert new pages F 23 - F 26
3. Discard pages F 41 - F 42, insert new pages F 41 - F 42
4. Discard pages F 45 - F 46, insert new pages F 45 - F 46
5. Discard pages F 77 - F 78, insert new pages F 77 - F 78
6. Discard pages F 95 - F 96, insert new pages F 95 - F 96
7. Discard pages F 103 - F 106, insert new pages F 103 - F 106
8. Discard pages F 109 - F 116, insert new pages F 109 - F 116
9. Discard pages F 133 - F 136, insert new pages F 133 - F 136

Please call me at 441-7603 if you have any questions.

Over many decades, and standing witness to advances in transportation technology (most notably the introduction of the internal combustion engine), this venerable pattern of section line roads has been enhanced and augmented. The section line roads are used today as Lincoln's main system of arterial streets.

In the newer areas of the city, section line roads are typically built with four through lanes, with turning lanes added to ease the flow of traffic along these corridors.

In older areas of the city, section line streets may have two or four through lanes, with lanes sometimes provided to handle turning vehicles. The grid pattern has also been accented in the traditional areas of Lincoln through the use of arterial streets at the half section (or half mile) line. This has created a more extensive street grid pattern in older parts of the community.

To aid in moving traffic through and across the community, other routes have been layered on top of the county's underlying one mile grid pattern. From the Federal Interstates (such as I-80 and I-180), to State highways (such as Highway Nos. 2, 6, 34, and 77), and to local facilities (such as Capital Parkway, Cotner Boulevard, and Sheridan Boulevard), diagonal roads have helped expand the community's street capacity. These facilities often offer more direct movement between major centers of activity than are provided by the grid system.

Bridges and overpasses have also been added over the years to make travel safer and easier. Separating cars and trains reduces the potential for accidents, as well as cutting back on time spent by motorists waiting for passing trains. Even the spanning of the region's numerous creeks and streams with permanent structures has allowed people and vehicles to move more freely.

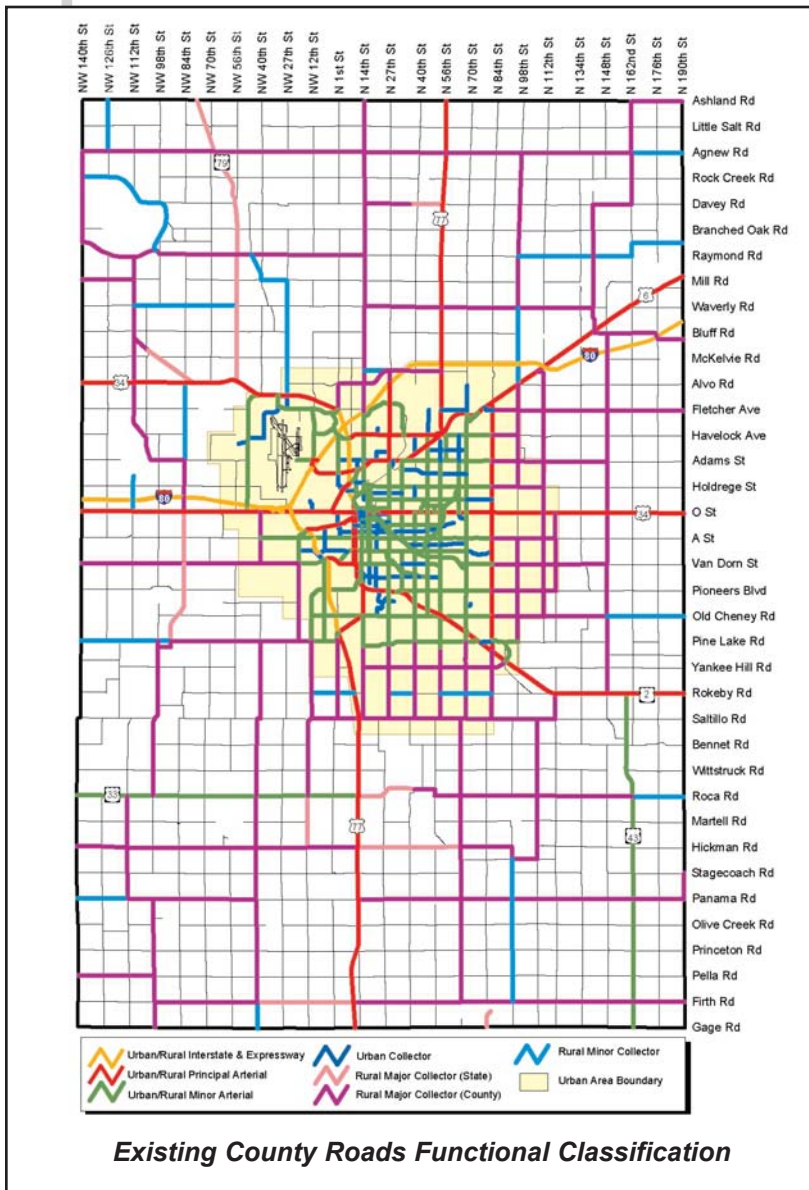
Today there are an estimated 2,750 miles of streets and highways serving the city and county.

This includes approximately 60 miles of Interstate, 205 miles of U.S. and State Highways, 620 miles of major arterials and collector streets, and 1,865 miles of local streets.

## FUNCTIONAL CLASSIFICATION

Transportation planners and engineers place streets and highways into "Functional Classifications." Each classification indicates how the roadway is intended to be used and of the relative importance of a roadway to the neighborhood, community, and region.

At the top of the classification scheme are "Urban/Rural Interstates and Expressways." These are roads capable of carrying large numbers of vehicles at high rates of speed over long distances. Access to these roadways is highly controlled. Vehicles can only get on these facilities at a few designated locations — typically at an interchange.



“Principle Arterials” and “Minor Arterials” are at the next level of roadway. Arterials may run for many miles across the city and county. Posted speed limits are generally in the middle ranges — 35 to 45 miles per hour — with access provided at grade. Traffic signals are often used to regulate the flow of vehicles along arterials. Access is managed, although movement to adjacent property along arterials is sometimes allowed depending upon the character of the area and the uses being served.

“Collector Streets” offer motorists a safe and convenient way to move from a neighborhood to the arterial street system. This level of street is intended to “collect” traffic from residential or other destinations. Speeds are generally lower than arterial streets with direct access more liberally granted.

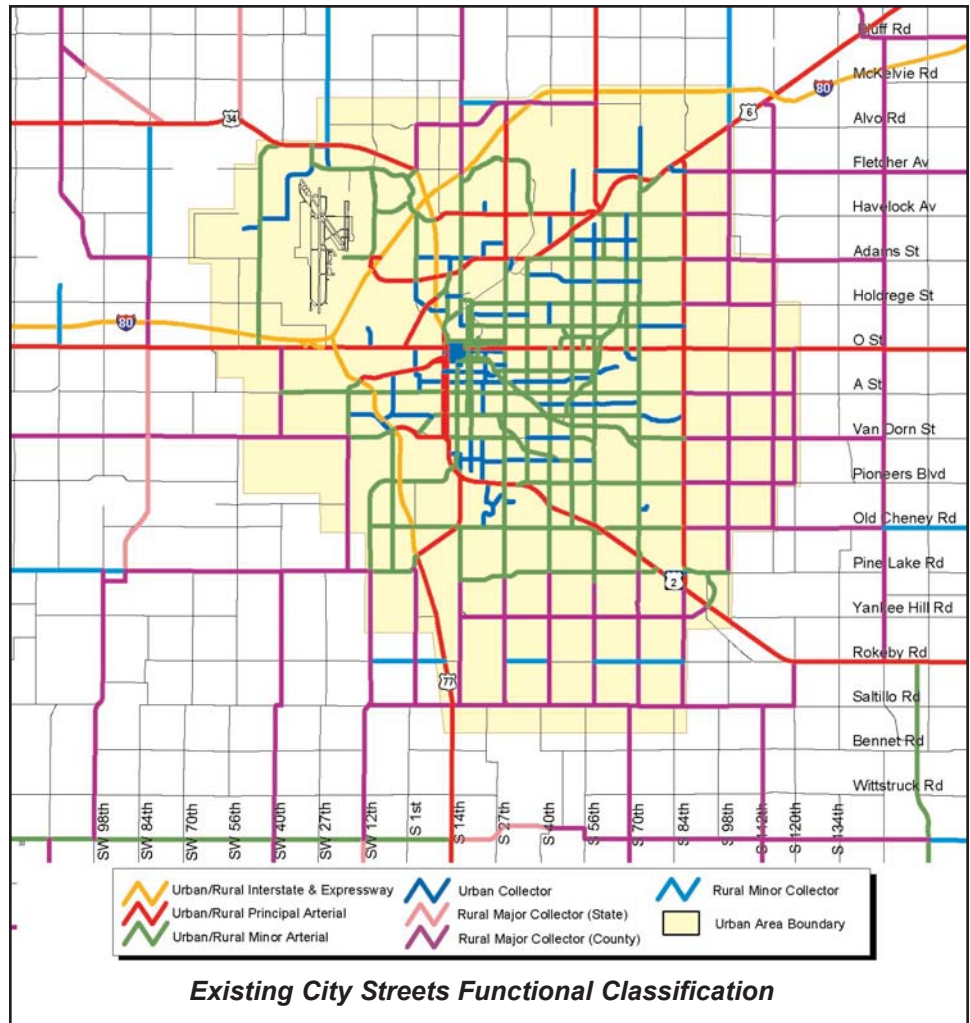
## CONGESTION MANAGEMENT TASK FORCE

During a twenty month period in 1995 and 1996, the Congestion Management Task Force examined traffic flow issues for six “high impact corridors” in the older areas of Lincoln. A series of recommendations from the Task Force’s work was amended into the 1994 City-County Comprehensive Plan in 1996. The City has implemented or is implementing the following Task Force recommendations:

**Create a “2 Plus Center Turn Lane” System in Older Areas:** The Task Force’s top priority was the creation of a street system in the older areas of Lincoln using a “2 plus center turn lane” design. Portions of South 13<sup>th</sup>, South 33<sup>rd</sup>, South 40<sup>th</sup>, South 48<sup>th</sup>, South 56<sup>th</sup>, and Pioneers were slated for such improvements. Since 1996, the City has improved or has plans to improve all of these street segments. Additional streets in the older areas have been identified for upgrading to the “2 plus center turn lane” design.

**Install More Responsive Traffic Signal System:** The City’s Public Works Department has undertaken numerous improvements to the traffic signal system since 1996. This includes installation of sensors and communication lines to monitor traffic flow, traffic monitoring cameras, upgraded software and hardware for traffic signal management, and intersection preemption units. Additional improvements to the traffic signal system are programmed and will be undertaken over the coming years.

**Implement Intersection Improvements:** Thirteen intersections within the high impact corridors were identified as needing improvement. Many of these improvements have been made, while others are planned as part of future capital improvements program efforts.



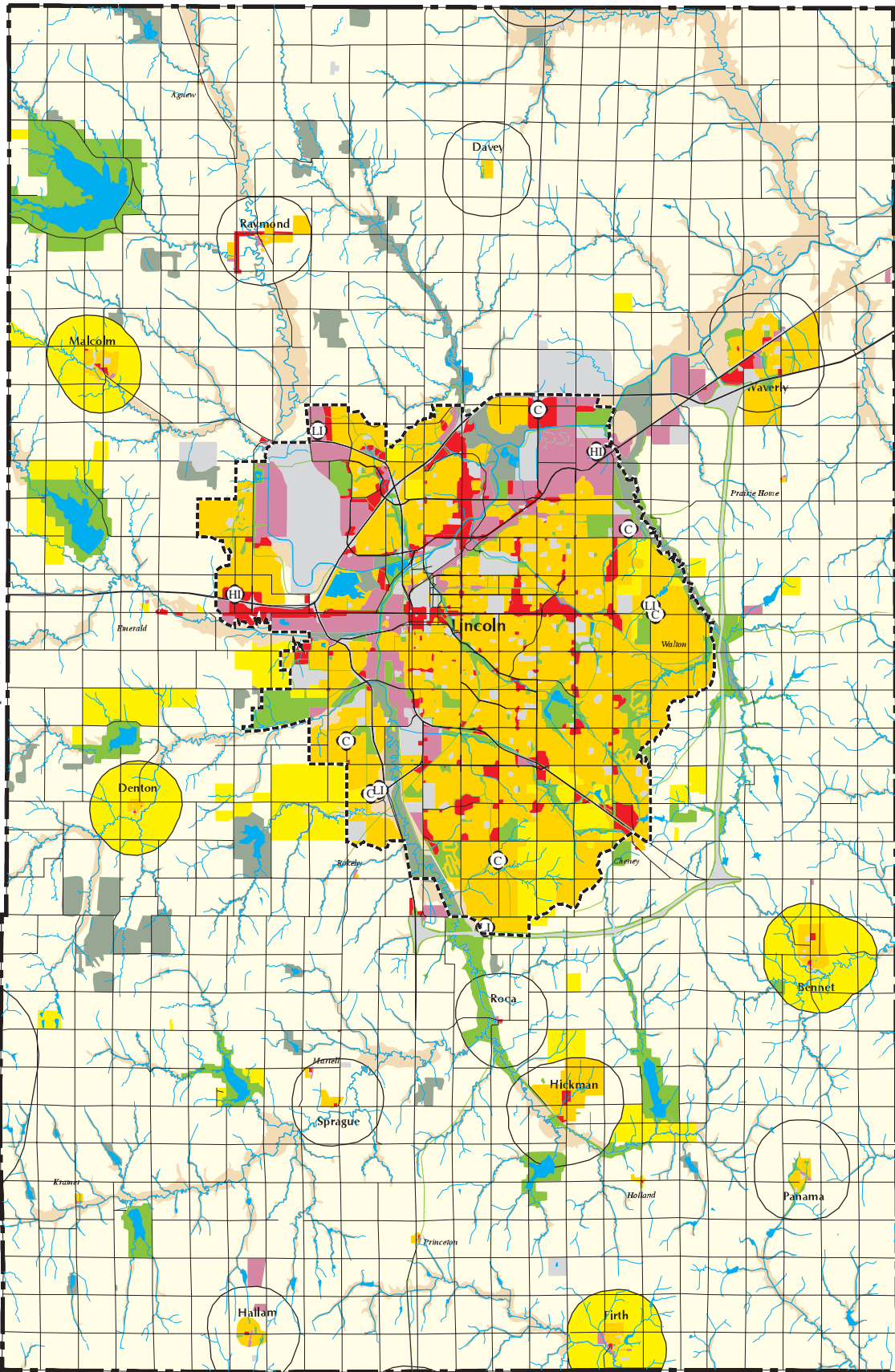


# LINCOLN / LANCASTER COUNTY LAND USE PLAN

The location of each land use designation is generalized. The appropriateness of a particular zoning district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. Please consult other sources for exact locations of environmental resources such as wetlands, native prairie and floodplain. Not all of these resources are displayed on this figure.

The incorporated town plans are displayed on this figure. In many circumstances the land use categories in the town plans were different from the categories used in the Lincoln / Lancaster County Plan, so some adjustments were made for the purposes of this display. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions.

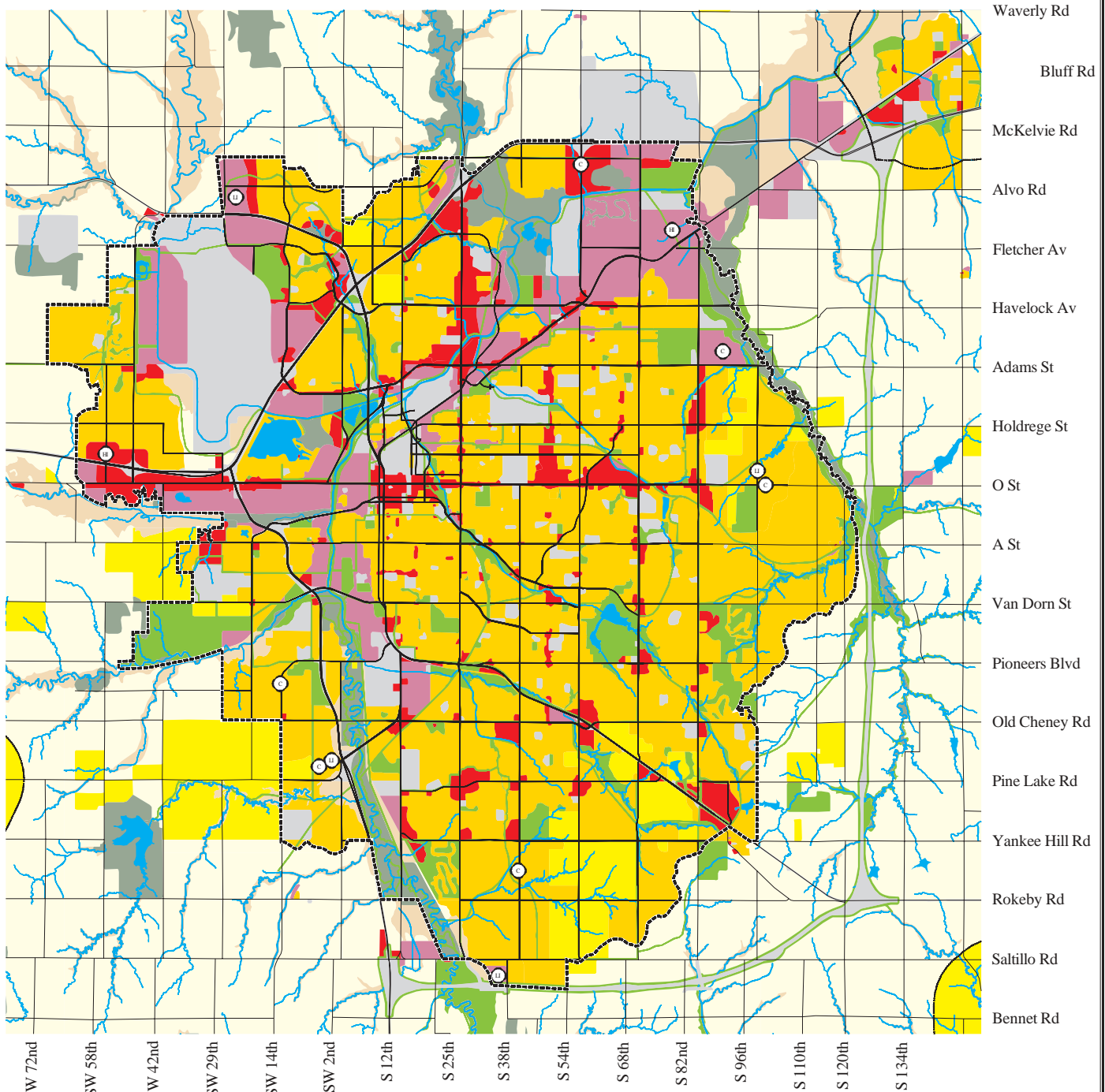
- Residential, Urban
- Residential, Low Density
- Commercial
- Industrial
- Green Space
- Public and Semi-Public
- Lakes & Streams
- Environmental Resources
- Agricultural
- Agricultural Stream Corridor
- Future Service Limit
- New Proposed Comm / Indus Center (Not Site Specific)



- Ashland Rd
- Little Salt Rd
- Agnew Rd
- Rock Creek Rd
- Davey Rd
- Branched Oak Rd
- Raymond Rd
- Mill Rd
- Waverly Rd
- Bluff Rd
- McKelvie Rd
- Alvo Rd
- Fletcher Ave
- Havelock Ave
- Adams St
- Holdrege St
- O St
- A St
- Van Dom St
- Pioneers Blvd
- Old Cheney Rd
- Pine Lake Rd
- Yankee Hill Rd
- Rokeby Rd
- Saltillo Rd
- Bennet Rd
- Wittstruck Rd
- Roca Rd
- Martell Rd
- Hickman Rd
- Stagecoach Rd
- Panama Rd
- Olive Creek Rd
- Princeton Rd
- Pella Rd
- Firth Rd
- Gage Rd

# LINCOLN AREA DETAIL

## FROM LINCOLN / LANCASTER COUNTY LAND USE PLAN

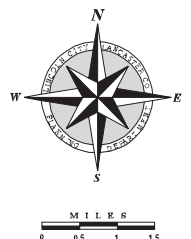


### LEGEND

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| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Residential, Urban        | <span style="display: inline-block; width: 15px; height: 15px; background-color: blue; border: 1px solid black;"></span> Lakes & Streams                                   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: yellow; border: 1px solid black;"></span> Residential, Low Density  | <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Environmental Resources                          |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: red; border: 1px solid black;"></span> Commercial                   | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightyellow; border: 1px solid black;"></span> Agricultural                               |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: purple; border: 1px solid black;"></span> Industrial                | <span style="display: inline-block; width: 15px; height: 15px; background-color: lightorange; border: 1px solid black;"></span> Agricultural Stream Corridor               |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: green; border: 1px solid black;"></span> Green Space                | <span style="display: inline-block; width: 15px; height: 15px; border-top: 1px dashed black;"></span> Future Service Limit   |
| <span style="display: inline-block; width: 15px; height: 15px; background-color: lightgrey; border: 1px solid black;"></span> Public and Semi-Public | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; border-radius: 50%;"></span> New Proposed Comm or Indus Center (Not Site Specific) |

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## DEVELOPING CENTERS

Centers are planned or underway at:

- Stonebridge Creek at N. 27<sup>th</sup> and Interstate 80
- Fallbrook at Highway 34 and N. 1<sup>st</sup> Street
- Vavrina Meadows at S. 14<sup>th</sup> and Yankee Hill Road
- S. 40<sup>th</sup> and Yankee Hill Road
- Lincoln Benefit Life/Firethorn at S. 84<sup>th</sup> and Van Dorn
- S. 70<sup>th</sup> and Highway 2
- N. 84<sup>th</sup> & Holdrege Street

## PROPOSED LOCATIONS

As urbanization occurs over the planning period, the demand for new, additional Community Centers will increase. Proposed generalized locations for the new Community Centers are as follows:

- Homestead Expressway (a.k.a., West Beltway) and Warlick Boulevard
- S. W. 12<sup>th</sup> near West Pioneers Boulevard
- N. 84<sup>th</sup> & Adams Street
- N. 56<sup>th</sup> Street and Arbor Road
- West A Street and S. W. 27<sup>th</sup> Street
- East 'O' Street in the vicinity of 90<sup>th</sup> to 104<sup>th</sup> Streets
- South 40<sup>th</sup> Street, 1/2 mile between Yankee Hill Road and Rokeby Road

## SITING PROCESS

The locations of the Community Centers shown in the plan are generalized. It is anticipated that the center will develop somewhere within a ½ mile of the location shown in the Plan. As part of major development proposals that include proposed Community Centers, the exact location of the Community Center for that area should be determined and a Comprehensive Plan Amendment forwarded for consideration.

## FLOOR AREA INCENTIVE

New Community Centers will typically range from 300,000 to 500,000 square feet. However, centers that follow most, if not all, of the incentive criteria listed at the end of this section, may be appropriate to develop with some additional space over 500,000 square feet:

## NEIGHBORHOOD CENTERS (N)

### CENTER SIZE

Neighborhood Centers typically range in size from 150,000 to 250,000 square feet of commercial space. Existing centers may vary in size from 50,000 to 300,000 square feet.

### DESCRIPTION

Neighborhood centers provide services and retail goods oriented to the neighborhood level, such as Lenox Village at S. 70<sup>th</sup> and Pioneers Boulevard, and Coddington Park Center at West A and Coddington. These smaller centers will not include manufacturing uses.

# WASTEWATER SERVICES

## LINCOLN WASTEWATER SYSTEM AND COUNTY AREAS

The Public Works and Utilities Department is in the process of updating the Wastewater Facility Master Plan. The plan will lay out the long term facilities improvement plan for the planning period, as well as potential service extensions beyond Lincoln's anticipated future service limits.

## GUIDING PRINCIPLES

The City's collection system, in general, will continue to be a gravity fed system that is designed to accommodate urbanization of drainage basins and sub-basins. This system encourages orderly growth within the natural drainage basin boundaries. This policy encourages urban growth from the lower portion of the drainage basin and prohibits pumping of wastewater across basin boundaries. Explore alternative methods, such as lift stations, where practical.

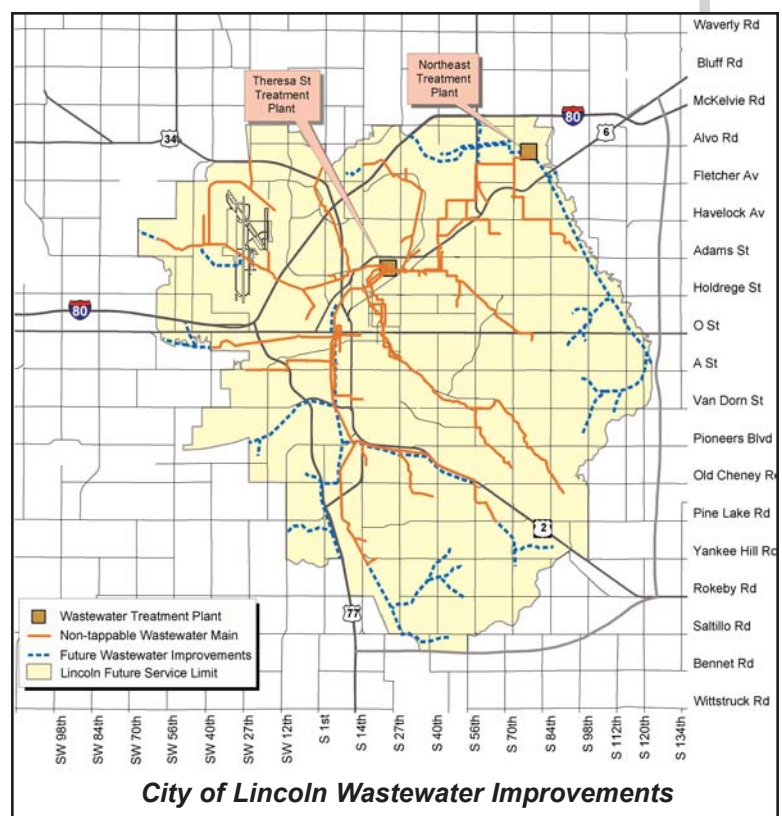
Development proposals should ensure that there is an adequate on-site wastewater system to serve their project without impacting adjacent properties. However, in urban areas, it may be necessary to create assessment districts if a sewer line crosses abutting properties.

Utility improvements shall be in accordance with the Wastewater Facility Master Plan and the Comprehensive Plan. The new Master Plan (expected completion by summer 2002) will guide future actions and serve as the basis for facilities planning and improvements.

## STRATEGIES

Maintain and expand programs to recycle and reuse treated wastewater effluent and bio-solids where appropriate.

Much of Lancaster County is not on a community wastewater system, but is served by private, on-site, waste disposal through septic systems and lagoons. Lancaster County has adopted standards for on-site wastewater standards for on-site wastewater treatment systems that are enforced through the Lincoln-Lancaster County Health Department. Larger point sources and community systems are reviewed and approved by the State of Nebraska Department of Environmental Quality.



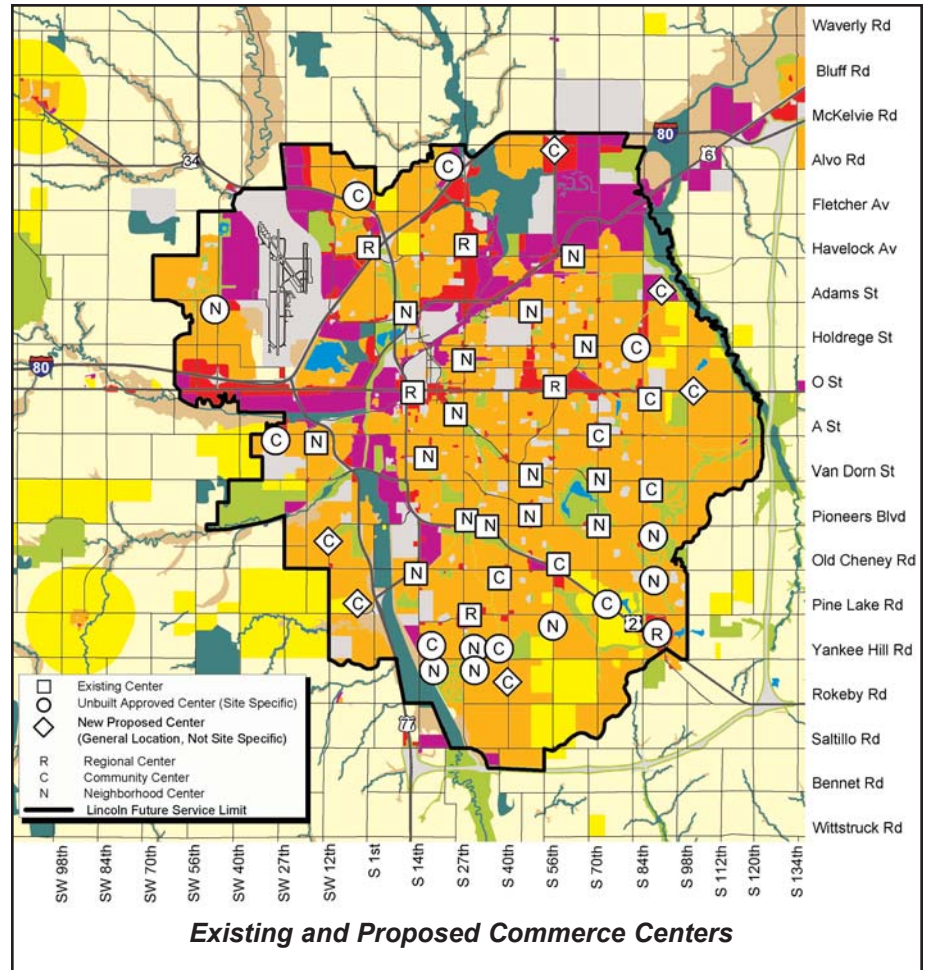


The following section describes the general characteristics of each center, the locational criteria to be used in siting such centers, potential future locations, and compatibility guidelines for determining their applicability to a given location.

**Guiding Principles** applying to all forms of Commerce Centers are:

Commerce Centers should develop as compact clusters or hubs with appropriate site design features to accommodate shared parking, ease of pedestrian movement, minimize impacts on adjacent areas, and possess a unique character.

Commerce Centers should generally contain a mix of land uses, including residential uses. Higher density residential uses should be included in and/or adjacent to all commercial centers. Single use centers are discouraged – for example, office parks should include a supporting retail component, while shopping centers should include an applicable amount of office uses.



Commerce Centers shall be designed and constructed to meet the intent of the environmental resources section of this plan. These centers shall in themselves include green space and enhance green space separation, where possible, among communities and mixed-use areas.

Commerce Centers should be developed as integrated centers – “four corner commercial development” should be discouraged. Centers should be appropriately dispersed throughout the community to support convenience of access and to lessen impacts on infrastructure.

Strip commercial development is discouraged. Commerce Centers should not develop in a linear strip along a roadway nor be completely auto oriented.

New or established commercial uses should not encroach upon, or expand into, existing neighborhoods.

Streets and public spaces should be designed within each center to enhance pedestrian activity and support multiple modes of transportation. Commerce Centers should have convenient access to the major roadway system and be supported by roads with adequate capacity.

Physical linkages (i.e., sidewalks, trails, roads) should be utilized to directly connect Commerce Centers with adjacent development, although undesirable traffic impacts on adjacent residential areas should be avoided or minimized.